

CENTRAL INTELLIGENCE AGENCY INFORMATION REPORT

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COUNTRY	Czechoslovakia	REPORT	
SUBJECT	Activity and New Construction at the Presov Airfield	DATE DISTR.	10 March 1955 25X1
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This is UNEVALUATED Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

1. The Presov Airfield is situated northeast of Presov(N 49-00, E 21-15) on the southern side of the Presov-Nizna Sebastova (formerly Nizni Sebes) -Kapusany highway, about one kilometer northeast of Nizna Sebastova. The ground of the airfield is clay mixed with stones. The surface is covered with a layer of about 25 cm. of soil and turf. The airfield is 317 m. above sea level. 25X1
2. In 1953 new construction was started at the airfield. The new construction was divided into three stages:
 - a. building of hangars and administrative buildings;
 - b. extension of the airfield and improvement of its surface;
 - c. construction of the Air Force Training Center.
3. The airfield originally had only one hangar, about 50 m. long and 35 m. wide, of iron construction with brick walls. A concrete apron about 25 m. wide surrounded the hangar. Two new hangars have been built in the vicinity of the old hangar; they have concrete foundations, walls of reinforced concrete, and a roof sloping south. The new hangars are 90 x 30 m. and 13 m. high.
4. The original airfield was trapezium-shaped, about 1,200 m. long, and 600 m. wide. In order to achieve a runway about 2,200 m. long, the original road leading from Vysna Sebastova to Nizna Sebastova was abolished and replaced by a new road which runs about 300 m. to the south of the original road. A drainage system was built over the area of the airfield and a ditch was dug along the eastern side in order to stop the flooding of the airfield from the water running down

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the heights northwest of Vysna Sebastova. The ditch is about 1,800 m. long and 3.5 m. deep. The width of the ditch is about 6 meters at the top and 1.5 meter at the bottom.

5. A concrete runway 2,200 m. long is to be built after the construction of the Air Force Training Center is finished. The runway will run from northeast to southwest.
6. The airfield is used presently only for its original purpose as a base for training Air Force academy students. The training flights consist mostly of a take-off, a small circuit in the air, and a landing. Such a flight takes about 10 minutes. Longer flights are relatively very few. The take-offs are performed mostly in pairs, after initial training in single flights, sometimes in threes. These practice flights are carried out at night, when high points with red lights are used for orientation. The main orientation point was a neon light cross on the church tower in Nizna Sebastova. The tower of the former monastery in Nizna Sebastova had a red light on its top; other orientation points were the top of a wooded hill situated northeast of Fintice, the ruins of Kapusany castle, and a castle, elevation point 667, south of the airfield. 25X1
7. The following aircraft were observed on the airfield:
 - a. 25 Sokols, single engine, two-seaters, dual-control [redacted] 25X1
 - b. 1 Siebel, two-engine practice bomber; usually parked under a tarpaulin and very seldom used.
 - c. 1 old biplane used for towing gliders.
 - d. 2-8 Dakotas; the number varied as the aircraft were at the airfield only temporarily for paratroop training.
 - e. 3 Soviet-type gliders for carrying freight.
8. Paratroops who were using the airfield jointly with the Air Force were billeted on the northwest edge of Presov near the Presov-Velky Saris railroad line. The barracks consisted of three buildings. The airmen were quartered in a large group of fairly old buildings located on the southeast edge of Presov. A small number of airmen were billeted in the paratroop barracks.
9. The Czechoslovak Airlines (Osa) used the airfield for regular passenger flights. A Dakota aircraft arrived at 0700 and took off in the afternoon. Aero-taxis also used to land. When the airfield is extended, the western part will be used for civilian flights.
10. Members of the Presov Aeroklub practiced flying at the airfield on Saturday or Sunday afternoons. Mostly officers belonged to the Aeroklub. About eight civilians, three of whom were women, were observed among the members. The old biplane and about three gliders were used by the Aeroklub.
11. SNB Air Police made occasional landings at the airfield also. They used either Cap aircraft or Aero-taxis.

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12. The airfield is guarded by airmen. There is a guard at each hangar, a two-member patrol guarding the area between the hangars and the highway, and another two-member patrol walking on the circumference of the airfield. A half-tracked motorcycle was at the disposal of the guard.
13. On the western side of the old hangar was a fuel tank. The aircraft were filled by tank cars.

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